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THE PANAMA BLUNDER

DRESIDENT HARDING has let the senate leaders know that he does not want the bill making the Panama Canal free to American coastwise vessels passed at this time. He feels that it would greatly embarras the Administration in connection with the coming international conference at Washington. The nations are then to be asked to come to an agreement with the United States, and it would not look well for this country to have broken another agreement, or at least to lay itself open to the charge of having broken it, just on the eve of the conference. To be sure, the proposed repeal of Canal tolls is in the Republican platform. How it got there has never been explained. Somebody slipped the plank in when nobody was looking. But just as the tariff has been labeled a sacred Republican doctrine which it is just now inexpedient to apply in practice, so the Panama plank may be stamped as a party duty to be indefinitely postponed. Some time, but not -- '- apparently the president's advice.

That it is sound advice admits of no question. Whatever may have been our lurking hope or secret intent, there can be no doubt that in the Hay-Pauncefort Treaty we gave England clearly to understand, and caused all the world to believe, that we guaranteed the use of the Panama Canal by the ships of all nations on terms of perfect equality. Now it may be that by some hocus-pocus, or giving to words an unnatural meaning, we could make out a sort of case for the exemption of our coastwise vessels. But what would be the necessary and immediate effect? There would be an unhappy dispute between the United States and Great Britain. And other powers would at once ask of what use it would be to enter into a treaty with this government concerning the Pacific, so long as we reserved the right to put a private and strained interpretation upon treaties,

It is for this reason that The Chicago Tribune bluntly calls the Panama Tolls bill "dangerous." Its passage on Oct. 10 would imperil the Washington conference. Congressmen who favor it, declares The Chicago Tribune, really "want to preface the Washington conference" by an exhibition of agreementbreaking by the United States." The newspaper we quote has long opposed room. the policy of free Canal tolls on the ground that it would harm shippers in the Middle West. They would virtually be called upon to help pay a subsidy he had not slept at home the night on freight coming from either coast. But latterly The Chicago Tribune has before and he had sent no word. been taking higher ground. It has stressed the point that our national honor and good faith are involved. "The British accepted the equality in use of the Canal as the consideration for which claims were surrendered." It would and then gazed out into the night forts. be dishonorable now to cancel the consideration. It will not profit the coun- with him. try to take a step condemned as both an internal and an external injustice."

Of course, the senate has given unanimous consent to take a vote on the bill on Oct. 10. To change that would seem to some appalled senators very was unsteady. like undermining the foundations of our government. But if the vote would lictened while I talked to her husgravely hamper the president in the conduct of foreign relations, a way can band's secretary and learned that be found to avert it. Of the toll could be voted down. Even if it passed the day and had left no word. senate, the administration could make sure that the house would not touch it. That would leave the measure hanging in the air and of no effect until after the Washington conference. By that time the state department might of the world and the helplessness of me along. have made a diplomatic arrangement with Great Britain covering the matter, what to do. Phil was the only man or congress might have changed its mind. In any event, the desires of the whom I knew we could get in touch president in so delicate a subject affecting foreign relations ought to be heeded. The Panama tolls can wait. The advantage and the dignity and the honor of the government cannot.-New York Times.

DAY OF RECKONING

WINE drinkers in France are dismayed by a short crop of grapes in the pend upon to help," she said, look-Cote d'Or district, from which comes that relic of ancient America- ing at me in such a way that I could "sparkling Burgundy."

The short crop, due to mid-summer frost, will not immediately affect the ing and grasped her hands as she laws of the state, but to donate their wine market, for real Burgundy ages in the cask 10 years. This summer's him!" short grape crop will be reflected in higher prices and shorter supply of the Purgundy that will be released for drinking in 1931.

What happens today has no effect for 10 years. Life is a lot like the grape crop in Burgundy. The mistake you make

now, the evil you do now, the good you do now, may not have an immediate she was talking with him. effect. But time will claim the toll or pay the reward.

Emerson, greatest American philosopher, called it the Law of Compen-could come right now." His theory is this: That, all through nature, there is at work a law of

action and reaction, that all actions have certain inevitable effects, that evil started in his frozen fingers. To save his life, Kopellmann took scissors and generates punishment and a good deed creates its reward.

Was Emerson right? Or do many of us bave to wait for the Hereafter for the day of reckoning? In either event, we are paid for what we do, we

get exactly what we pay for. This is as true of nations as it is true of individuals. It explains the rise is finished, comrade, it is finished!" and fall of civilizations and empires.

A relatively easy study to master is psychology-the analysis of self, the study of human nature, of man individually and in his relations with oth-

Salesmen, more than any other class, have applied and profited from psychology, which is merely a branch of the law of action and reaction which Emerson called Compensation.

More difficult is that greater branch of the Law of Compensationphilosophy, science of causes and reasons, powers and laws.

So difficult, indeed, that billions live and die between the arrival of labor. philosophers on earth. Authentic history covers thousands of years, yet the great philosophers can be named on your fingers-Confucius, Socrates, Voltaire, Abraham Lincoln, Solomon, Shake eare, Accor, Einstein, Haeckel, her workmen are demanding longer hours and more wages.

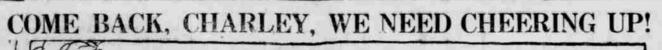
And, after all, the philosophers learn noting except that action produces inevitable reaction, that evil eventually is partially and good rewarded.

Think back over your own life. How has the Law of Compensation fitted in your case? How much of our punishment and reward do we get here to the cardinal.

DISASTER

CENORS T pla and Kopellmann, Argentine geologists, sailed toward the its expression by establishing a home, with ma looking after the kids and South Pole to make observations.

Tapia fell into a deep crevice of ice. Rescued, hours later, gargiene





Tom Fractord?" she demanued.

"i couldn't get nim!"-it didn't

(To be Continued)

Proof of Sincere

Economy Attempt

PHOENIX, Ariz., Oct. 1.-Members

of the state agricultural and horticul-

cided not to accept the salaries to

tural commission have voluntarily de-

services to the public in an effort to

lessen the burden upon the taxpayers

ment made here today by, Andrew

Kimball, a member of the commission.

Joseph's ward of the Mormon church

where he is going to attend the gen-

Kimball, who is president of St.

Here, at Last, is

"Yes," said Grace.

speaking.

move.

No anaesthetic. As Kopelimann cut, he interspersed the Lord's Prayer

be thy name * * * * Courage! * * * * Thy will be done, on earth * * * # It

EUROPE

TALY is in worse shape than any other European country. Inflation of

prices, currency and wages is tremendous and the people are spending all

Germany, says Reynolds, is working harder than any other European

country. She is producing goods at a third the cost of other nations, and

HOME

refuses to leave its cage. That rage is home, and nothing looks quite as good

as among humans. Every form of animal life reaches the highest point of

law against caging song birds freed his petst. One, a Kentucky cardinal,

The home testiact is as powerful among animal life, all through nature

This looks as if Germany and Belgium will recover first.

Don't worry, home is one institution nothing can destroy

the housework, and pa bringing home the bacon.

In disaster, prayer is man's instinctive and only comfort,

WHEN A WOMAN TELLS BY RUTH AGNES ABELING

Chapter LII - Grace Easily Locates Tom Bradford

Forgetting Mrs. Ames, forgetting started up nervously, Grace, I rushed toward John Ames;

Surely, enough the bed had not been beupfed. It was evident that

Lila came in. She leaned against the bed and began to cry sofily, I

"Perhaps," I suggested, "you had better try to get his office." "Won't you please." Lila's voice

She followed men downstairs and "Hhe isn't there," she mounts, as | found the words.

I turned from the phone. I was beginning to feel the bigness two women alone in it. I didn't know with-and it would not do to renew

things with him. Tom, I had no hope of locating; he had so effectually barricaded him-

"Have you found out anything?" It was Grace who had followed us. "No." I answered.

"There is one person you can denot fail to get her meaning. "Grace-" I felt as if I was chok-

came to me; "I can't-I can't find "Have you tried?"

Grace smiled and then said easily,

"I'll get him for you." She stepped to the telephone and called Tom's office. In a moment in Graham county, made the an-

e was talking with him.
"We want to see you—it's import- the state capital. Kimball stopped ant," I heard her say, and then, "We here on his way to Salt Lake City, sity 19, Rolla School of Mines 0. "He said to come right to his of-

fice," Grace said, hanging up. Lila companied by Mrs., Kimball,

cut off all of Tapia's fingers.

Football Results

At Madison - Wisconsin 28, Law-At Syracuse 38, Ohio University 0.

sity of Vermont 0. "Who who were you talking to? At Princeton - New Jersey 21,

Swarthmore 7. At ranadelphia - University of "Let's hurry-call the car!" Lila Feans, ivanta 20, Franklin and Marwas already rushing out of the room.

I stood still. I couldn't move. I Grace had been able to get in touch Cross 0. with the man I had found myself in

At west Point - Army 28, Spring-"Aren't you going?" Grace was liefe 6.

I didn a answer. It seemed so small Middlebury 3. - Neb aska Uni. ersity just then, but if couldn't find the bo, wonepast University v.

seem like my voice when finally 1 4., ...ount thich v.

"Don't be a little fool!" Grace bid i. Ac Operin - Ohio 16, Wit enburg g.aspel my hand and wass paling

> At Ames - Iowa 26, Coe 3. At CHEAGO 4., NOTHWestern U. At Annapolis - Navy 13, North Car-

lan a 3. Rutgers 0. 21, South Dakota Wesieyan U.

venture 0. At State College, Pa. - Penn State

52, Knox 14. At Washington, Pa. - Washington

homa A. and M. 0.

At Grinneil, 16wa - Grinnell 35, Su-

Wesleyan 0. At St. Louis - St. Louis University 12, Kansas City University o. At St. Louis - Washington Univer-

North Dakota 0. eral Mormen conference. He kas ac-At West Point (second game)

with words of comfort: "Does it pain you much, comrade? " * Hallowed Kansas Normal (Hays) 7. At Portland, Oce. - Multnomah Ath letic Club 13, Whitman College 6, At Seattle - University of Wash

California 14, Olympic Club 0. At Stanford University - Stanford University 41, Mare Island Marines 0. At New York - New York University 26, Hobart 0.

At Hamilton, N. Y. - Colgate 14. Reynolds says the Belgians are working hard, have fine crops, and are Allegheny 0. rebuilding rapidly. He found French farmers frugal and industrious, but At Fayetteville - University of Arkansas 28, Hendryx College 0. French city and factory people spending extravagantly and not over-fond of

> 17, St. Johns 0. At Jamestown, N. D. - Jamestown College 0, North Daketa Aggies 0.

At Austin - University of Texas 3. St. Edwards College 0. At Manhattan - College of Empo-A hermit named Romberg, at Dubuque, Iowa, had a lot of cared birds. State ria 3, Kansas Aggies 7

At Carsisle, Pa. - Dickinson Col-

23. Heidelberg 0. At Sioux City - Morningside 9

At Easten, Pa.-LaFayette 6, Pitts-

biled College U. At Cambridge - Harvard 3, Holy

At LaFayette, Ind. - Wabash 9,

At Hanover, N. H. - Daramouth 28,

words toanswer with or the urge to ... remains ton - order getting

At New York - Amberst 9, Colum-

olma 0. At New Brunswick, N. P. - Mary-

at Omana - creighton University At Ithaca - Cornell 41, St. Bona-

24, Gettysberg b. At Iowa Cny - University of Iowa

which they are entitled under the and Jenerson 26, Bucknell 0. At Columbia - Missouri 36, Okia-

of Arizona ,according to an announce- perior 0. At Fort Collins - Colorado Aggies 7. University of Wyoming 7. At Columbus - Chio S.ate 28, Ohio

At Minneapolis - Minnesola 19,

New Hampshire State 10, Army 7. At Blocming ton, Ind. - Indiana 29,

At Colorado Springs - Colorado Conege 27, Grand Island College 9. At Denver - Denver University 41,

ington 24, Ninth Army Corps 7. At Berkeley, Cal. - University of

At New York - Fordham 101, Wash they make, says Arthur Reynolds, Chicago banker, just returned from abroad, ington 0.

> At North Field, Minn. - Carleton College 74, Concordia 0,

At Collegeville, Minn. At Detroit - University of Detroit

35. Franklin 0.

At New Orleans - Tulane sissippi College 14. At Newark, Del. - Mustenburg College 21, University of Delaware 0.

lege 45. Juniata College 0. At Cleveland - Western Reserves

Western Union 0. At Sioux City - Burena Vista 9,

HUGE ZR-1 WILL BE RUSHED TO COMPLETION FOR U.S. IN SPITE OF LOSS BRITISH BUILT ZR-2

WASHINGTON, Oct. 1. - Loss of the standard German practice as the giant British built airship ZR-2 shown in the Ir43, which was producwith many lives on her trial trip in led after the Germans was operated England has not thus far caused any some 140 aircraft of the Zeppelin changes in plans for the ZR-1 now characteristics in actual service. In building for the navy. The two de- speed, however, the American craft is signs were so dissimilar, it is said expected to exceed the sixty-mile maxby navy officials, that the wrecking imum of her German prototype due to of the ZR-z carried with it no les- the use of higher power. Present sons so far as now known to be woven plans call for the use of six Liberties, into construction of the ZR-1 as a each in a separate car, as against the sateguard against similar disaster to original plan for five engines, two of

Ame.ican navy's pioneer project in tors were designed to deliver 400 airship construction of the rigid type horse power each for airplane use, but and the vessel follows very closely for employment in the ZR-1 will be design of the German Zeptelin Lets, reduced to 320 horse power each with captured intact in France during the a consequent improvement, it is said, lation of American made propelling tion. engines and a few other changes wele necessary, but navy officials regard the ZR-1 as practically a reproduction of the L-49 which was proven by the Germans as a safe and reliable craft with all stresses and strains tons less than the RZ-2. The Ameridemonstrated in actual flight under can designers have been unable as varying conditions.

ZR-1 Plans Not liew It was the purpose of the navy ex-

perts to make the L-49, which was almost the last word in German war experience construction, the starting point for American development of iich er than air rigid war craft. On the ZR-1 operation it is planned to base future improvements or inreases in size.

The ZR-2 on the other hand, repre-sented the last word in British enginearing progress over German originais and the disaster to the British built vessel, officers here feel, only tends to confirm the decision to attempt no unexplored field of construction in turning out American Zeppelin's but to proceed from one well established model to the next improvement slowly and so on step by step to what ever the ultimate lighter than uir cruiser of the future is to be.

At New Haven - Yale 14, Univer- hand at the navy department before ployed in doing so. the war ended. When hostilities ceased, the British were left with a num, ocean liners came out, just before the ber of giant craft under construction war, it was necessary to extend the in addition to the R-34 which made the piers at New York where they are flight to New York and back. It was decided to stop work on these and salvage all that had been done, and the United States then stepped in to obtain by purchase the ship most advanced in construction. British R-38. which was to become the ZR-2. Designation of the vessels in numerical New York have yet encountered. order, in what appeared to be the reaccounted for that fact.

Construction Goes Ahead The chief reason for purchase of a right angles to a river in which the British ship, it was explained, was secon, tides flow regularly. on the old engineering axiom that bet- A ship's captain is usually pictured any new type of any mechanical de. and and vesser is at sea buffeted by vice are worked up for test simul- wind and storm. As a matter of fact tenecusly than if only one pilot de- on modern liners storms are small sign is completed. Had all the eggs been placed in the ZR-2 basket in he enters a port and finds his ship been placed in the ZR-2 basket in this case, it was pointed out, the hampered by lack of sea room- of space to navigate. navy would have to begin again at

the grass roots in development of this arm of the aerial fleets of the future. is preceeding unaffected by the ZR-2 propriations for the navy this year. ened channel. Practically all of the dura-imminum ress of fabrication into the lattice phia alicraft plant of the navy; contracts have been let for the eighteen into one of the openings. gas bags which will furnish the lifting power and the keel of the ship will be laid within a few months at the Lakehurst, N. J., hangar built to house both the ZR-1 and ZR-2. The frame members are being cut and assembled at Philadelphia to be knocked down when complete and shipped to Lakehurst where they will be reassembled and placed in the ship.

Can Use Two Kins of Gas The gas bags are designed for either hydrogen or the new, non-explosive covered during the war. At present plans call for the use of hydrogen because of the excessive cost of produc- a crash of a single car can visualize ing sufficient helium to ful the page one confective result. to their full 2,000,000 cubic feet ca-

feet in diameter practically duplicate

At Topeka, Kan. - Kansas University Zo, washourn 7. at Emporia - Kansas Normal 14, S. Marys 0.

5r, Lorauw 10. At University of Georgia 28, Mercer

Uninversity v. At Georgia Tech 41, Oglethorpe 0. At University of Virginia 28, George Washington 0. At University of Tennessee 7,

Marysville 0. At Vanderbilt 34, Tennessee State Normal 0. At Oxford, Ohio - Miami 55, Day ton University 0.

At Lindensberg, Kan. - Bethany

At Abilene, Texas - Simmons College 10, Texas Christian University 7 At Brunswick, Me. - Bowdoin 9, Rhode Island State 0.

College 12, Friends 0.

University of Kentucky 68, Kentucky Wesleyan 0. Virginia P. L. 14, William and Mary 0.

University of North Carolina 21, Wakeforest 0. University of South Carolina 13, Erskine 7. Washington and Lee 41, Ran tolph

Macon 0. Virginia M. I., 32, Hampden Sidney

them orting the stern propellor and The ZK-1, it is explained, is the mounted in the after car. The mowar. Modifications to permit instai- in economy and reliability of opera-While the ZR-1 will have virtually 700,000 cubic feet less gas capacity than the ZR-2, her lift is expected to equal the 56 ton pull of the British t. ans-Atlantic R-34 and tob e about 27

> jet to make what they regard as accurate calculations as to the useful load, the tonnege in excess of her own weight equipped for flight, the new ship will be able to carry.

NEW YORK, Oct. 1 .- Announce-

ment that the world's largest ship, the Majestic, will be ready for service between New York and Southampton next spring directs attention Plans for purchase of the ZR-2 in to the facilities for docking the great England came after the war, while ship at her pier on her arrival at designs for the ZR-1 were well in New York and the methods to be em-

When the targest of the present docaed, to protect their long hulls from traffic passing up and down the condison River. The extended piers will be a very tight fit indeed for the majestic, while the task of getting her into her berth will present as big a job as the docking experts employed by the steamship companies at

New York is perhaps the hardest verse of the order of construction, is port in the world in which to dock a great ocean liner, from the fact that it is the only one where the docks are

Speed Is Limited In harbor he is confined to a channel, ofttimes one in which he could As it is, construction of the ZR-1 not turn around. His speed is limitou to bare steerage way. He must disaster, although it was said to be avoid striking passing craft or getgoing slowly by reason of reduced ap- ting too far to one side from the deep

Opposite his dock, which in New for girders of the ship's frame work | York appears like openings between has been produced and is now in pro- the team of a huge comb, he must come to a stop and swing the bulk work f. ame members at the Philadel- beneath him crosswise to the flowing tide, hold it there, and nose his way

> Not daring to make use of the ship's own tremendous power by reason lack of room, from a dozen to as high as 20 cugs are used in swinging into their docks such big vessels as the Olympic, the Maurecania, or the big Lescot, 56,000-ton Majestic. indicating what damage might re-

suit it one of the big liners should bump into a pier or a passing craft, a natine engineer recently estimated that when moving at the rate of five maes an hour, about as fast as a man would walk, a blow equal to that of cut highly expensive helium gas dis- 14,400 runabout automobiles acting simultaneously would be inflicted. Those who have seen the results of

The technically inclined are inform ed by the engineer that the measure The ZR-1's 645 feet in length and 78 of actual energy required to stop the casp at a rive-mile speed in one secong is 155,867,500 foot pounds, or a

force equal to 288,521 horsepower acting throgh ose second. Tide Must Be Light As soon as the ship is within heaving-line distance of the pier, hawsers At South Bend, Ind. - source Dame or big ropes measuring 12 inches in arcum erence and tested to a strain At Reno-Pacific Fleet 14, Nevada 31 151.000 pounds are made fast. Attached to the ship's winches a slow. a.c.u. strain is put upos them. The strain is carefully watched for if the strength be exceeded they would snap like a thread. If the pres stor is too great offtimes the ship will swing up broadside to a pier head then with aid of tug power, wanch power pulling on lines and an o asional turn of the ship's screw,

the long hull will be swung around and eased into the berth by inches. Once within the slip the vessel is ased along the dock with the aid of pring lines, or hawsers running from orward and att playing over strong jutches or butts on the pier amidship the vessel. When one of the 900oothers is docked her bow is se close to the pier head that it can almost be touched. Her stern is protected from passing river craft by the outsheads, built out into the river. "All fast sir." the mates forward and aft and the officers amidships re-

The bell in the engine room jugles to advise the force below that the anxious moment is ended

A sharp quick blast of the whistle which seems to echo the captain's or pilot's involuntary sigh of relief, the University of the South 26, Cumbergangway is rus up, and another voy-